

# Old Ships of New England



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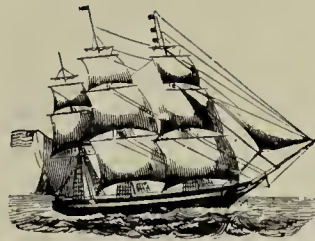


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# Old Ships *of* New England



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## FOREWORD

**I**N THE EARLY days of our Republic, America started a Merchant Marine, which in the decade from 1850 to 1860 stood at the forefront of the world's maritime activities.

In those days, at the ports of Salem, Newburyport, Marblehead and Portsmouth, were received and sent all over this country, immense cargoes from the treasure houses of the Orient.

The deeds and achievements of the Clipper ships of that decade still live in song and story. Many of the old Captains are still living and the fortunes of many of the old families of Salem and Newburyport had their beginning, literally, in these ships.

There were voyages made to China around Cape Horn to San Francisco, to Rio Janeiro, to Buenos Ayres and to Australia, which for time consumed, stand as records to this day.

Feeling the necessity of preserving for all time the pictorial representations of some of these ships, gathered together under the cover of this book, we are reproducing many of the most famous and others not so well-known, but of equal interest. We have made no attempt at detailed history of these ships, which in most cases is impossible to obtain, but more in the nature of a picture book of America's famous Merchant Marine.

### Ship Cygnet

The Ship Cygnet of Boston lying off Gibraltar; from a painting by Marshall Johnson.





**Living Age**  
"Hard-a-port and hard-a-lee"

A remarkable incident in the career of Captain Hinckley of Boston, when the ship *Living Age* of which he was master, nearly collided with another in the darkness, only saving themselves by each helmsman carrying out instantly the above command.



### **The Ship Benares**

The Benares, commanded by the late Captain Frederic Hinckley of the well known firm of Hinckley & Woods of Boston, was passing through the China Sea when she encountered a typhoon, which very nearly proved her undoing. The accompanying illustration shows her at a most critical moment.







### Barque Taria Topan

Launched in Salem, Mass., April 2, 1870. Named for a Hindu merchant of Bombay and Zanzibar who had business connections with her owners. In the days of Salem's Merchant Marine she made regular voyages between Salem and Boston and the east coast of Africa and the Island of Madagascar. Held the outward-bound record of 68 days from Salem to Zanzibar under Captain W. H. Hathorne, and the homeward-bound record of 63 days from Tamatave-Madagascar to Boston under Captain Edward B. Trumbull. Her masters were all Salem men:—Capt. Wm. H. Hathorne (4 voyages); Wm. Beadle (1 voyage); Nathan A. Bachelder (9 voyages); Edward B. Trumbull (7 voyages), J. Warren Luscomb (4 voyages).



**Ganges of Boston—1851**

From the original painting owned by the family of Professor Barrett  
Wendell, of Portsmouth.



**Leodes—Boston**

Captain Edward Graves, entering Brouwershaven on the 19th of May,  
1856 coming from Samarang. Painted by Spin, of Amsterdam.





**Archer of Boston—1854**

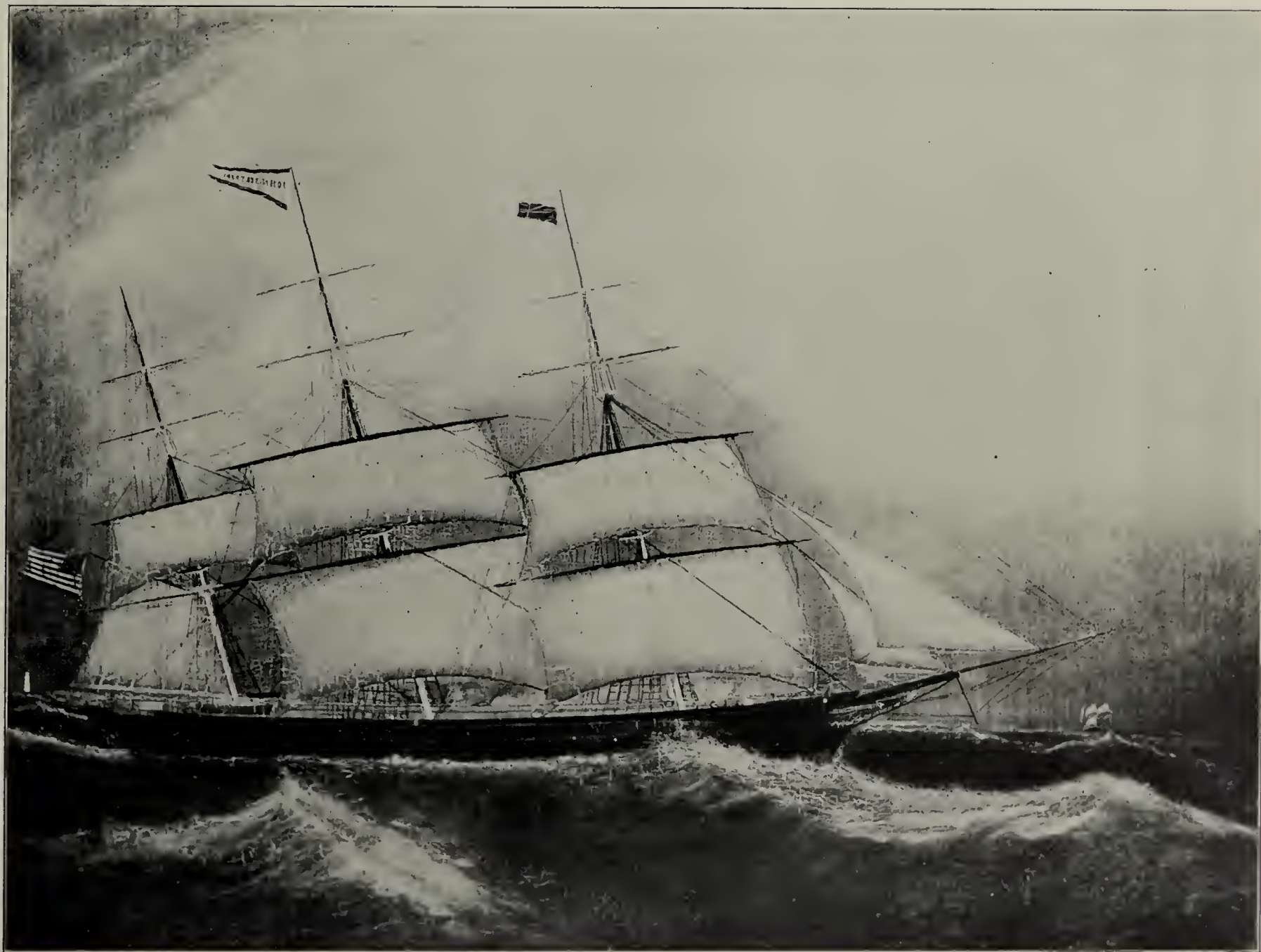
Painted by Lee Heng, Hong Kong. Commanded by Captain Moses Pike. One of record-making clippers. She made the run from New York to the equator in nineteen days and to San Francisco in one hundred and six days.



### **John Bertram**

Built at East Boston in 1851 by R. E. Jackson for Glidden & Williams of Boston. She was an extremely sharp ship and was used in the San Francisco trade. She was named for Captain Bertram, one of Salem's most famous merchants, and was commanded by Captain Lindholm for several years. She was of 1080 tons register and was built in ninety days. In 1869 she sailed under the German flag.







### Ship Flying Cloud of Boston

Built by Donald McKay in 1851, tonnage 1793. Captain Isaiah Cressy commanded her. She was sold to James Baines in 1863 and was destroyed by fire at St. John, N. B., in 1874. She made the passage from New York to San Francisco in eighty-nine days, which record has never been surpassed.



### Saracen

Built in 1854 by Briggs Brothers, South Boston. She was of 1266 tons register.



### The Stag Hound

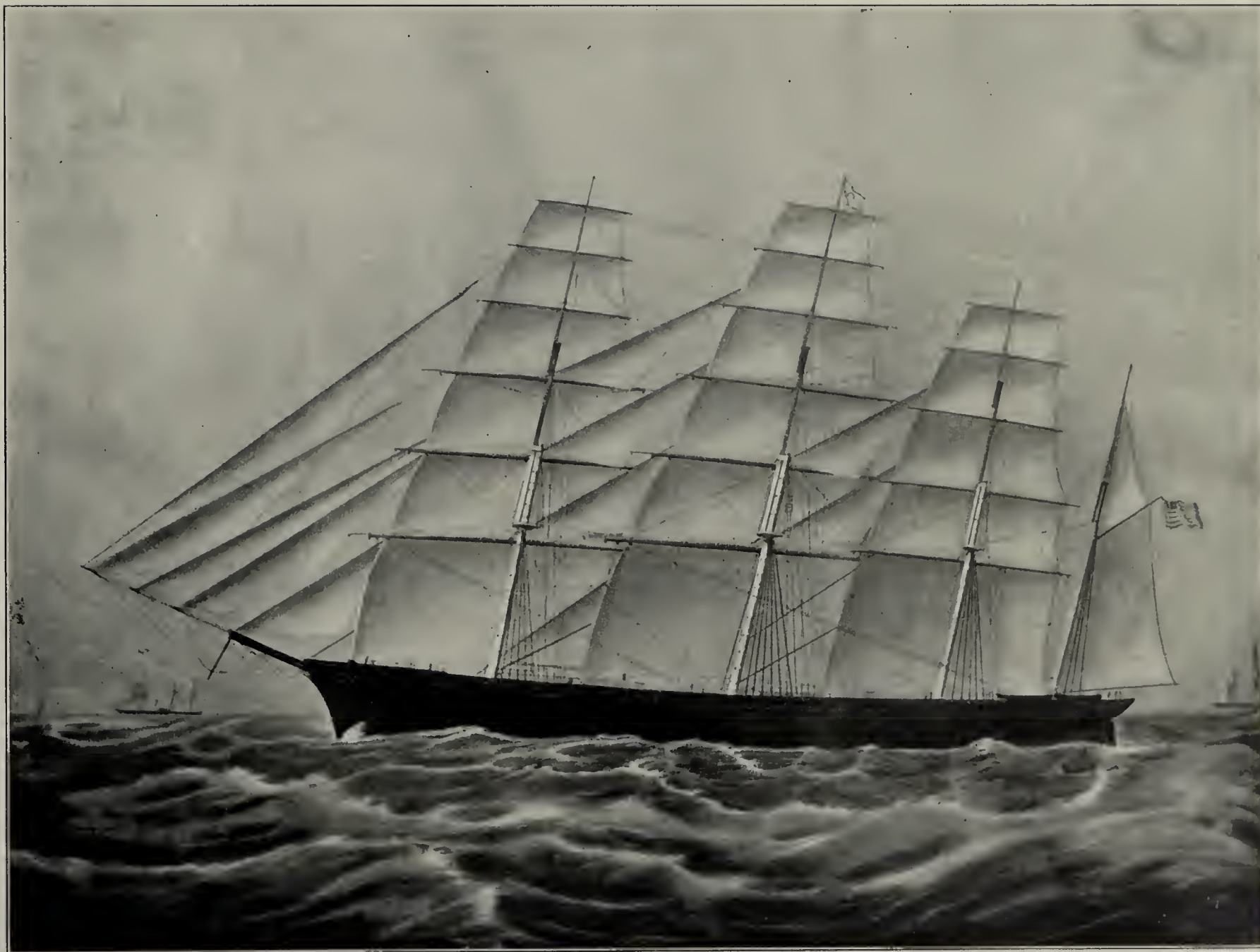
Built by Donald McKay at East Boston for Sampson & Tappan and George B. Upton of Boston. At the time of her launching, Dec. 7, 1850, she was the largest merchant ship ever built. Commanded by Captain Josiah Richardson, she was of 1535 tons. She was burnt off the coast of Brazil in 1863, her United States ensign, which the captain returned to the owners, being the sole relic.





### The Great Republic

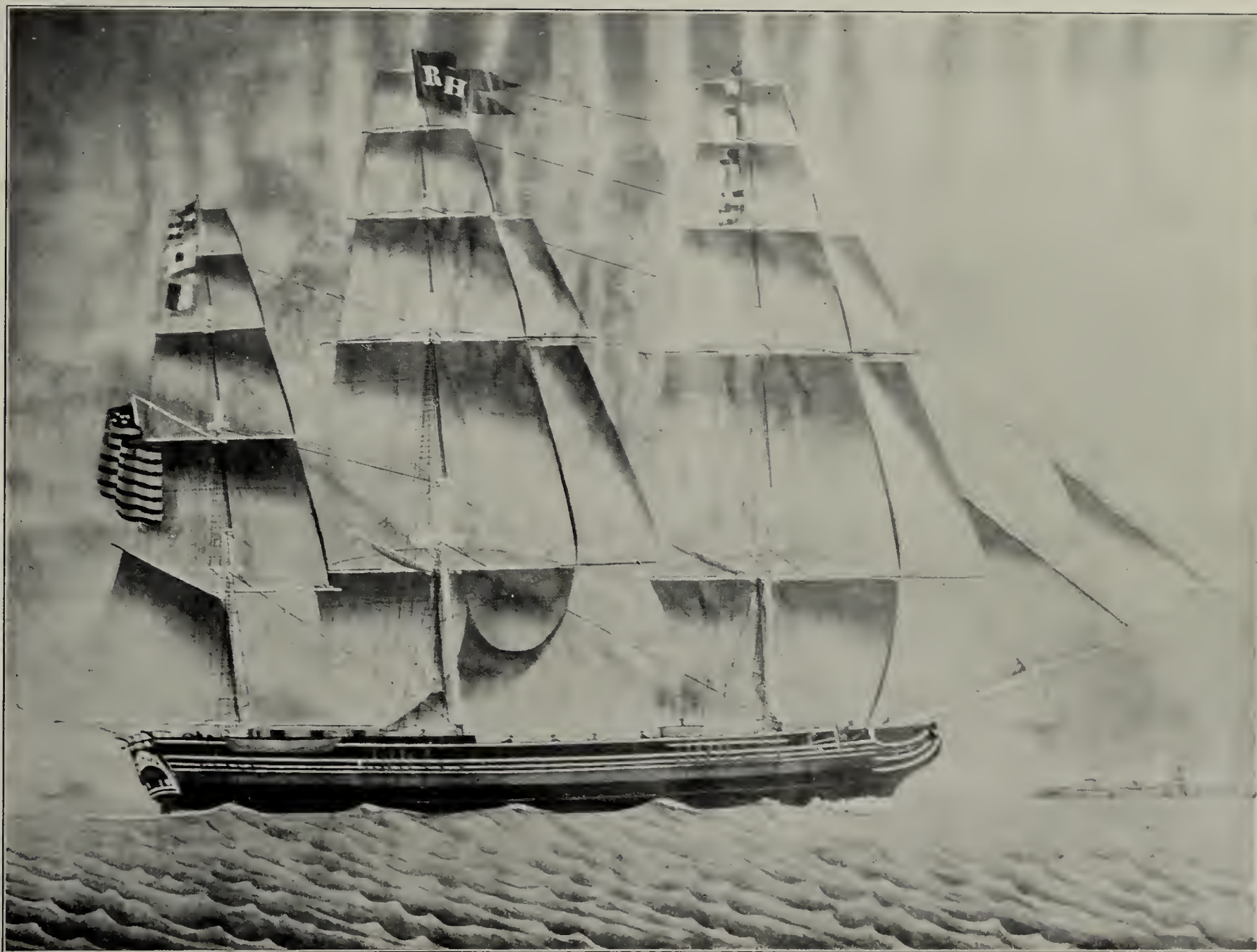
Built in 1853 by Donald McKay for the Australian trade. She was the largest extreme clipper ship ever built. She was of 4555 tons and was launched October 4, 1853, and named by Alden Gifford. On her first voyage February 21, 1855, she made the run from Sandy Hook to Land's End in thirteen days. She foundered in a hurricane off Bermuda in 1872.



### Robin Hood

One of the earliest American ships, built in 1800.







### Glory of the Seas

Built at East Boston in 1869 by Donald McKay. This was the last ship built by him and she made the trip from New York to San Francisco in ninety-four days, arriving there January 18th, 1874.



### Clipper Ship Nabob

Built at Chelsea, Mass., in 1854, by John Taylor. Owned by William Appleton & Co., of Boston. Wrecked Nov. 6, 1862, on the island of Luzon while on a voyage from Liverpool. This picture was painted by a Chinese artist.





### Golden Eagle

Built at Medford in 1852. She was commanded by Captain Samuel Fabens, in which ship he made voyages to China, San Francisco, Callao and France from 1853 to 1856. The original painting was made in Hong Kong and is owned by the Fabens family.



### Gem of the Ocean

Pritchard, Master. Built at Medford, Mass., in 1852, of 700 tons register. She was the first American vessel to celebrate the Fourth of July in Alaska, which took place at Sitka in 1852. She made several records for speed, one of which was eighty-nine days from Canton to New York.







### **Brookline**

Built at Medford in 1831 by Mr. Magoun of a Liverpool line. She was of 376 tons register, and later became a whaler out of New London, Conn.



### Ship Paul Jones

Built at Medford in 1842 and was owned by John M. Forbes and Russell & Co. of China. She was of 620 tons. Commanded by Captain N. B. Palmer and on her first voyage in 1843, she sailed from Boston to Hong Kong in 111 days. In 1848 she made the run from Java Head to New York in 76 days.





### Ship Tejuca of Marblehead

Built in 1850, commanded by Captain Wm. D. Gregory until she was lost in 1856. In the height of a hurricane, all hands but one were rescued by the Ship Excelsior, which came near enough for the crew to leap on board. The Captain was pulled on board by one of his own men.



### Ship Carnatic

Captain John Devereux. Original painting owned by H. K. Devereux, Cleveland, Ohio. Captain Devereux's most thrilling experience was in the ship Carnatic's passage to Calcutta, during a hurricane.





### Ship Albus

Built in Marblehead in 1856 and commanded by Captain Michael B. Gregory.



### Ship Mary

Captain John Bridgeo. Built at Marblehead in 1854. Painting by Wm. York, 1879. He commanded this ship until the Civil War, when she was sold in London. She struck on a coral reef in the Bahama Islands in 1858. Captain Bridgeo succeeded in getting her off against the opposition of the wreckers and took her into New Orleans, for which he received a handsome reward from the owners.





### Ship Dromo of Marblehead

Captain John Devereux, off the port of Marseilles, France in 1836. Original painting owned by H. K. Devereux, Cleveland, Ohio.



### Bonetta of Salem

Built at Duxbury in 1800. She was of 227 tons register. The accompanying picture shows her departing from Port Leghorn.





**Ship Margaret**

Built at Salem in 1800. She was of 295 tons register. Lost at sea in 1810.



### Ship Siam of Salem

Built in 1858. She was commanded by Captain Eben Graves. Original painting in the Peabody Institute, Salem.





### Sovereign of the Seas

Owned by George B. Pettingill, Newburyport. She was built by Donald McKay at East Boston and launched in June 1852. She was of 2421 tons register. Her famous runs were from New York to the equator in twenty-five days in August, 1852; one hundred and three days to San Francisco, at which time she was dismasted and kept on her course for fourteen days during repairs; and to Liverpool in thirteen days, twenty-two hours. She was commanded by Captain Lauchlin McKay, who was presented with a silver dinner service for this achievement.



Carrie Reed of Newburyport





### Huguenot of New York

Built at Newburyport in 1845 by John Currier, Jr. for J. Hale, J. Currier and others. Alexander Graves, Master—899 tons. She was set fire by lightning June 12, 1846.



### Ship Winona

Built at Newburyport in 1862, commanded by Captain Stephen F. Bray. She was of 1148 tons register. Original painted by J. Hughes and owned by Wm. George Bray, Newburyport.







### Spartan of Newburyport

Built at Newburyport in 1834, Charles Buntin, Master. Leaving port of Harve May 26th, 1836. Painted by Fred'k Roux; lost at Nassau, November 22, 1840. Built by George Buntin and J. B. Hervey.



### **Augusta**

Built at Newburyport in 1868, by John Currier, Jr. Photographed at  
Calcutta, 1870.







**Bark Adam W. Spies**

Built at Newburyport in 1884, for Wm. E. Barnes of New York. She was of 1171 tons register. All houses on deck were white with maple tops.



Bark Benjamin F. Hunt, Jr.

Built at Newburyport in 1881 and was commanded by Captain Pritchard. She was of 1100 tons register. This illustration shows her off the coast of Australia the year she was launched.





**Isaac H. Boardman**

Original painting owned by Miss Etta Boardman, Newburyport, Mass.



### **Ship Castilian**

Built at Newbury in 1849. Captain Alexander Graves. Entering Liverpool during a heavy gale February 26th, 1860.





### Dreadnaught

Built at Newburyport in 1853, by Currier & Townsend. She was of 1413 tons register and was commanded by one of the famous clipper captains, Samuel Samuels. She made the passage from New York to Queenstown in thirteen days and eight hours and was wrecked in 1869, off Cape Horn.



### Ship Gleaner

Built at Newburyport of 976 tons register. The original painting is owned by Judge Simpson estate.





Mary L. Cushing

Built at Newburyport in 1884. She was the last full-rigged ship built in Massachusetts.



### Albert Edward

Built at Newburyport in 1860, by Eben Manson for Albert Currier and others. She was of 840 tons register.





**Ship Tennyson**

Built at Newburyport in 1865 and lost at sea January 22nd, 1873.



### Sancho Panza of Newburyport

Built in 1854. The painting from which this cut is made, is owned by Miss Kate Hale of Newburyport.





**Sarah Newman**

Built at Newburyport in 1857. She was of 899 tons register.



### Ship Euphrasia

Built at Newburyport in 1842, entering Liverpool, June, 1847. Built for T. Buntin and others. She was of 487 tons register.





### **Ship Chocorua**

Ship Chocorua of Portsmouth, from original painting owned by Mr.  
Edward C. Matthews.



### Typhoon of Portsmouth

Built by Fernald & Pettigrew of Portsmouth, in 1851, for D. & A. Kingsland of New York ; commanded by Charles H. Salter, Captain, of Portsmouth. She was of 1610 tons register, fully rigged on the stocks, and launched with skysail yards aloft and all colors flying. She sailed from Portsmouth to Liverpool in March, making the run in thirteen days and ten hours. She was the first American clipper and the largest merchant ship ever seen at that port.





### Ship Granite State

Built in 1854 by Samuel Budger at Portsmouth with a tonnage of 956. She was one of Portsmouth's famous ships. The original painting hangs in the Public Library.



### Adelaide Belle

Built in 1853 by George Raynes of Portsmouth. She was of 1091 tonnage. She was owned by E. F. Sise, John Chase, J. W. Pierce and Isaac Bell.





### Neptune of Portsmouth

From the original painting owned by the widow of Captain Harris, her commander.



**Ship Levi Woodbury of Portsmouth**

Built in 1851 by Fernald & Pettigrew with a tonnage of 998. This illustration shows her struggling through a typhoon in the Indian Ocean.







### The Nightingale

One of the most beautiful clipper ships launched in 1851. Originally intended for a yacht and constructed by Samuel Hanscom at Portsmouth, but was finally purchased by Sampson and Tappan of Salem and was engaged in the China Tea Trade. She was commanded at that time by Captain Mather under whose command she made fast voyages to China and Australia. She carried a beautiful bust of Jenny Lind, for whom she was named. At one time she was sold to a firm in Salem and sent to Rio Janeiro to be used in the African slave trade, but about 1860 was captured by a U. S. War Vessel and sent home as a prize. She was of 1066 tons register.



### Ship Grandee of Portsmouth

She was built in 1861 by George Raynes. The original picture is in the possession of the Wilson Bros. of Portsmouth.





### Witch of the Wave

Built at Portsmouth by George Raynes for Captain John Bertram and Alfred Peabody, of Salem. She was launched in 1851 and left Portsmouth for Salem to obtain her register, which occasion was the scene of great rejoicing and festivity. She was of 1494 tons register, and was commanded by Captain Millet.

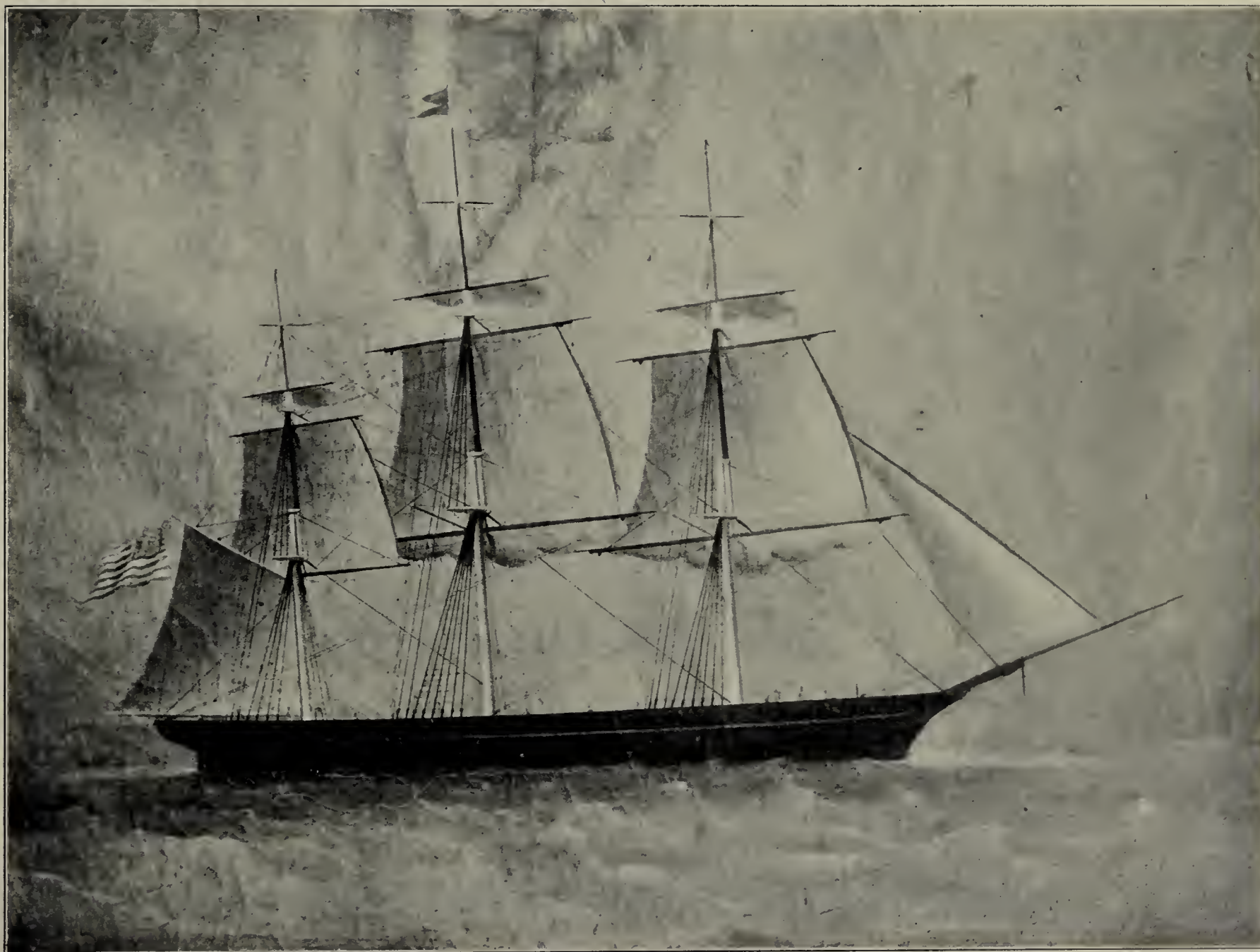


### Sea Serpent

1337 Tons

Built in 1850 by George Raynes at Portsmouth, N. H., for Grinnell, Minturn & Company of New York—first clipper ship built by Mr. Raynes, and was slender and handsome. Commanded by Captain Williams Howland who was born at New Bedford in 1804. Engaged in China tea-trade.







**Brig Autumn of Plymouth**

Built in 1843. Leaving Palermo, Sicily.



### Walter Scott of Bath

Built at Bath, Maine in 1854-5, commanded by Captain John P. Smith.  
She was of 1196 tons register.





**Wm. J. Rotch of New Bedford**

Built at Bath, Maine, in 1881. Original painting owned by Mrs. Bray  
of Newburyport.



### The Red Jacket

Built by George Thomas at Rockland, Maine in 1853-1854. She was of 2006 tons register. On her first voyage from New York to Liverpool in February, 1854, she was commanded by Captain Asa Eldridge and made the passage with either rain, hail or snow during the entire trip, in thirteen days. She made the first voyage from Liverpool to Melbourne in 1854, under command of Captain Samuel Reed, in sixty-nine days. Her days ended in the Quebec lumber trade.





### Ship Splendid

Built about 1850 by Webb & Allen of New York. She was of 1160 tons register. This firm also built the Montezuma, Yorkshire, Havre, Fidelia, second Columbia, Sir Robert Peel, Bavaria, Isaac Wright, Ivanhoe, Yorktown, London, Guy Mannering, Albert Gallatin, Isaac Webb and Vanguard.





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